No. 702,742. Patented June 17, 1902.

J. PLAYER.

SLIDING DOOR FOR RAILWAY CARS.

(Application filed Jan. 20, 1902.)

(No Model.)

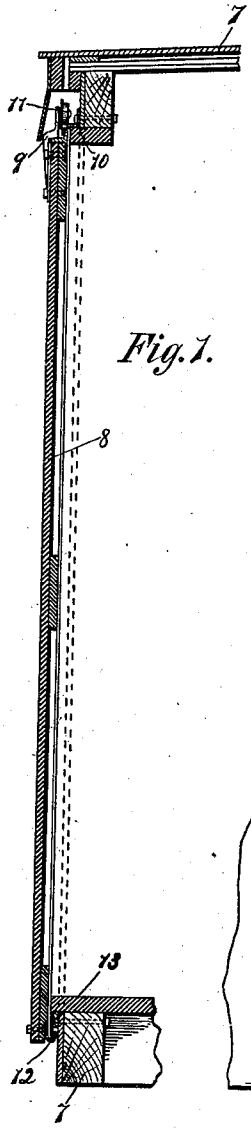


Fig. 1.

Fig. 3.

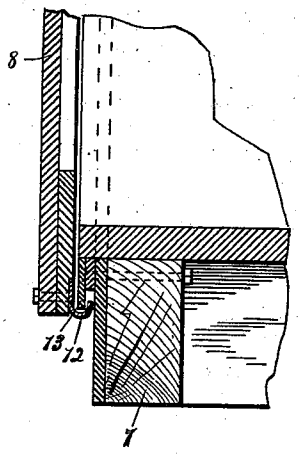
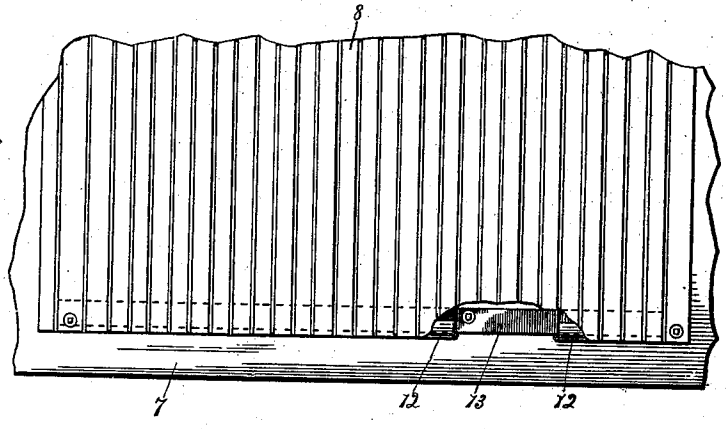


Fig. 2.



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SLIDING DOOR FOR RAILWAY-CARS.

SPECIFICATION forming part of Letters Patent No. 702,742, dated June 17, 1902.

Application filed January 20, 1902. Serial No. 90,374. (No model.)

To all whom it may concern:

Be it known that I, JOHN PLAYER, a citizen of the United States of America, and a resident of Topeka, county of Shawnee, and State of Kansas, have invented certain new and useful Improvements in Sliding Doors for Railway-Cars, of which the following is a specification, and which are illustrated in the accompanying drawings, forming a part thereof.

This invention relates to improvements in sliding doors, and particularly to such as are employed on railway freight-cars.

Car-doors of the character referred to are generally hung from above and provided with grooved rollers which travel on an elevated track, and the bottom of the door is guided and prevented from swinging outwardly by outstanding brackets bolted to the car-body and so located as to engage the bottom of the door.

The object of my invention is to improve the construction of such doors by dispensing with the outstanding guide-brackets referred to and to provide in lieu thereof a pair of engaging strips, one of which is secured to the bottom of the door and the other to the body of the car and which serve the twofold function of a door-guide and weather-guard.

The invention consists of the novel features hereinafter described and claimed and is illustrated in the accompanying drawings, forming a part of this specification, and in which—

Figure 1 is a detail vertical section of the side of a car, taken through its door and including the improved combined guide and weather-guard. Fig. 2 is a detail elevation, partly broken away, of the car side illustrated in Fig. 1; and Fig. 3 is a detail vertical section of the combined guide and weather-guard on an enlarged scale.

A portion of a railway-car body is indicated by 7, and the sliding door thereof by 8. The door is carried by brackets of any preferred form, as 9, engaging a track 10 and provided preferably with rollers, as 11. A metal strip 13 is secured to the car-body below and extending entirely across the doorway, one of its edges, and preferably its lower edge, as shown, being spaced apart from the car side. A U-shaped guide and weather-guard strip 12 is secured by one of its flanges to and extends entirely across the bottom of the inner face of the door, so that its outer flange extends back of the strip 13.

By means of the guide and guard-strips described the door is properly guided, the interior of the car protected from the weather, dust, and cinders, and the cumbersome outstanding brackets are dispensed with, and in addition the guide-strips are hidden from view, and hence the door is rendered secure against thieves, as the bolts holding the two strips cannot be turned while the door is in place.

I claim as my invention—

1. In combination, a car-body having a door-opening, a sliding door therefor, a pair of interlocking strips one thereof being secured to the bottom of the door and the other thereof being secured to the car-body.

2. In combination, a car-body having a door-opening, a sliding door therefor, a pair of interengaging strips, one thereof being channeled, one of said strips being secured across the bottom of the door and the other strip being secured to the car-body below the door-opening.

3. In combination, a car-body and a sliding door, a depending strip secured to the body and below the car-door opening, and an elongated strip secured to the door along the bottom thereof and extending upwardly behind the first-named strip.

4. In combination, a car-body and a sliding door, a strip secured to the car-body across and below the doorway and having one edge spaced apart from the body, and a U-shaped strip of a length substantially that of the width of the door and secured to the inner face thereof and inclosing the first-named strip between its flanges.

5. In combination, a car-body and a sliding door, a U-shaped strip secured to the inner face of the door across its bottom and having its flanges upturned, and a strip secured to the car-body across the doorway, its lower edge projecting into the channel of the first-named strip.

6. In combination, a car-body having a door-opening, a sliding door therefor the bottom of which projects below the door-opening and is spaced from the car-body, a depending strip secured to the body across and below

the door-opening and having its lower edge located between the bottom of the car-door and the car-body and spaced apart from the body, and an elongated U-shaped strip secured through one of its flanges to the inner face of the door and inclosing the first-mentioned strip between its flanges, the other of said flanges extending into the space between the car-body and the strip secured thereto.

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